

IN THE CLAIMS

Please amend claims 10 and 20. Please cancel claims 11 and 13-15.

1. (Previously Presented) A tire apparatus for driving a vehicle during periods of low tire pressure and normal tire pressure, comprising:

a rim having a first bead seat and a second bead seat, and said rim having a cylindrical section intermittent said first and second bead seats, said rim configured for attachment to a wheel of the vehicle;

a support ring disposed on said cylindrical section of said rim, said support ring configured for supporting the vehicle during periods of low tire pressure;

a tire having a tread portion and a pair of side walls adjacent said tread portion, said tire having a first bead at one end of one of said side walls and a second bead at one end of the other of said side walls, said first bead disposed in said first bead seat and said second bead disposed in said second bead seat, at least one of said first and second bead seats having grit disposed thereon to prevent relative rotational movement between said tire and said rim, said first bead and said first bead seat forming a first air seal zone and said second bead and said second bead seat forming a second air seal zone, said grit being spaced from at least one of said first and second air seal zones; and

wherein said grit is disposed around the entire circumference of said at least one of said first and second bead seats.

2. (Cancelled)

3. (Cancelled)

4. (Cancelled)

5. (Cancelled)

6. (Cancelled)

7. (Original) The tire apparatus of claim 1, wherein at least one of said beads have a plurality of friction members on the surface of said beads to prevent relative rotational movement between said tire and said rim.

8. (Original) The tire apparatus of claim 1, wherein said first bead and said second bead are of different diameters.

9. (Original) The tire apparatus of claim 8, wherein said first bead seat and said second bead seat are of different diameters.

10. (Currently Amended) A tire apparatus for driving a vehicle during periods of low tire pressure and normal tire pressure, comprising:

a tire having a tread section, said tire also having a pair of side walls located adjacent said tread section, a first bead is located at an end of one of the side walls and a second bead is located at an end of the other side wall; and

a rim having a first bead seat and a second bead seat, said rim is configured for attachment to a wheel of a vehicle, said rim having a support member for engaging said tire during periods of low tire pressure, at least one of said first and second bead seats having ~~a plurality of friction members~~ grit disposed thereon to prevent relative rotational movement between said tire and said rim, wherein said ~~plurality of friction members~~ increase the mass of said rim grit is disposed around the entire circumference of said at least one of said first and second bead seats.

11. (Cancelled)

12. (Cancelled)

13. (Cancelled)

14. (Cancelled)

15. (Cancelled)

16. (Withdrawn) The tire apparatus of claim 10, wherein at least one of said beads have a plurality of friction members on the surface of said beads to prevent relative rotational movement between said tire and said rim.

17. (Original) The tire apparatus of claim 10, wherein at least one of said first bead seats and said second bead seats is formed by a pair of humps in said rim.

18. (Original) The tire apparatus of claim 10, wherein said first bead and said second bead are of different diameters.

19. (Original) The tire apparatus of claim 18, wherein said first bead seat and said second bead seat are of different diameters.

20. (Currently Amended) A tire apparatus for driving a vehicle during periods of low tire pressure and normal tire pressure, comprising:

a rim having a first bead seat and a second bead seat, and said rim having a cylindrical section intermittent said first and second bead seats, said rim configured for attachment to a wheel of the vehicle;

a support ring disposed on said cylindrical section of said rim, said support ring configured for supporting the vehicle during periods of low tire pressure; and

a tire having a tread portion and a pair of side walls adjacent said tread portion, said tire having a first bead at one end of one of said side walls and a second bead at one end of the other of said side walls, said first bead disposed in said first bead seat and said second bead disposed in said second bead seat, at least one of said first and second bead seats having grit disposed ~~thereon~~ around the entire circumference of said at least one of said first and second bead seats to prevent relative rotational movement between said tire and said rim, said first bead and said first bead seat forming a first air seal zone and said second bead and said second bead seat forming a second air seal zone, said grit being

spaced from said first and second air seal zones, and the presence of said grit increases the amount of mass of said rim.

21. (Withdrawn) A tire apparatus for driving a vehicle during periods of low tire pressure and normal tire pressure, comprising:

a tire having a tread section, said tire also having a pair of side walls located adjacent said tread section, a first bead is located at an end of one of the side walls and a second bead is located at an end of the other side wall, at least one of said first and said second beads having a plurality of friction members to prevent relative rotational movement between said tire and a rim; and

said rim having a first bead seat and a second bead seat, said rim is configured for attachment to a wheel of a vehicle, said rim having a support member for engaging said tire during periods of low tire pressure.